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**CIRCULATION  
ELEMENT**

**CITY OF PLACENTIA  
GENERAL PLAN**

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CITY OF PLACENTIA

CIRCULATION ELEMENT

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ADOPTED BY CITY COUNCIL - JUNE 1, 1983

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## 1. INTRODUCTION

The City adopted the Circulation Element of the General Plan in August, 1962, and updated it in August, 1974.

At present, the Circulation Element conforms to the Orange County Master Plan of Arterial Highways. However, this master plan is being revised to reflect the recommendations of the North Orange County Circulation Study (NOCES). NOCES was a joint project of the County and the cities of Brea, Fullerton, Yorba Linda and Placentia. The proposed revision of the Circulation Element incorporates the recommendations of NOCES, so the Circulation Element will continue to conform to the Master Plan of Arterial Highways.

The Circulation Element identifies the general location and extent of existing and proposed major thoroughfares. These thoroughfares serve through traffic and provide a network for inter- and intra-regional travel, as well as serving as collectors for local traffic. To provide a balanced highway system the Circulation Element should coordinate with the Circulation Elements of the County and surrounding cities.

As an element of the General Plan the Circulation Element supports the other elements of the General Plan and serves the approved land uses in the city.

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The policies of the Circulation Element are the link between the goal and the specific programs established to implement this goal. These policies serve as guidelines for existing and new transportation programs and in connection with the policies of the Land Use and other elements of the General Plan provide a basis for reviewing land use projects. These policies are:

Coordinated Transportation System Policies:

1. Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the city.
2. Ensure adequate capacity to accommodate the traffic generated by land use within the city.

Traffic Management Policies:

3. Reduce potential traffic conflicts by controlling access and minimizing driveway and local street intersections with arterial highways.
4. Require adequate off-street parking for all land uses so that on-street parking is not necessary on arterial streets.
5. When required, develop additional capacity on arterial streets using the existing right-of-way.
6. Design streets to provide vehicle operating speeds consistent with traffic needs and adjacent land use.
7. Minimize the use of signs and billboards along arterial highways and ensure adequate visibility of necessary traffic and informational signs.

Neighborhood Enhancement Policies:

8. Route through traffic around residential neighborhoods and recreational areas.
9. Encourage subdivision design which reduces vehicle speed and discourages through traffic on local streets.
10. Require adequate noise mitigation measures for new developments along arterial highways.

SECTION III: POLICIES

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#### SECTION IV: DEFINITIONS

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The Circulation Element Map indicates the general location and classification of the arterial highways within the City. The following definitions are a complete explanation of the symbols on the map legend:

- A. Freeway: A multi-lane, divided, controlled access expressway.
- B. Future Roadway: A planned arterial street which has not been constructed.
- C. Major Arterial: A six-lane divided roadway intended to accommodate between 30,000 and 45,000 vehicle trips per day. Major arterials carry a large volume of intra-regional through traffic not handled by the freeway system and are designed to accommodate vehicles and pedestrians. Access to abutting land uses is discouraged.

There are two categories of major arterials:

- 1. A 120 foot right-of-way, which will accommodate six through traffic lanes, a median island separating opposite directions of traffic and providing a left turn lane, two parking lanes and a sidewalk on each side of the street.
- 2. A 100 foot right-of-way, which has the same provisions as the 120 foot right-of-way except that parking lanes are not provided.

- D. Primary Arterial: A four-lane divided roadway intended to accommodate between 20,000 and 30,000 vehicle trips per day. Primary arterials serve the same functions as major arterials but have a lower projected traffic volume.

There are two categories of primary arterials:

- 1. A 100 foot right-of-way, which will accommodate four through traffic lanes, a median island separating opposite directions of traffic and providing a left turn lane, two parking lanes and a sidewalk on each side of the street.
- 2. An 80 foot right-of-way, which has the same provisions as a 100 foot right-of-way except that either one parking lane or no parking lanes are provided.



E. Secondary Arterial: A four-lane undivided roadway, intended to accommodate between 10,000 and 20,000 vehicle trips per day. A secondary arterial generally distributes traffic between local streets and major and primary arterials. Some secondary arterials serve as through routes, but most provide access from surrounding land uses to major and primary arterials:

There are two categories of secondary arterials:

1. An 80 foot right-of-way, which will accommodate four traffic lanes, two parking lanes, and a sidewalk on each side of the street.
2. A 64 foot right-of-way, which has four traffic lanes, no parking lanes, and slightly reduced sidewalk on each side of the street.





SECTION V: MAP





## V. MAP:

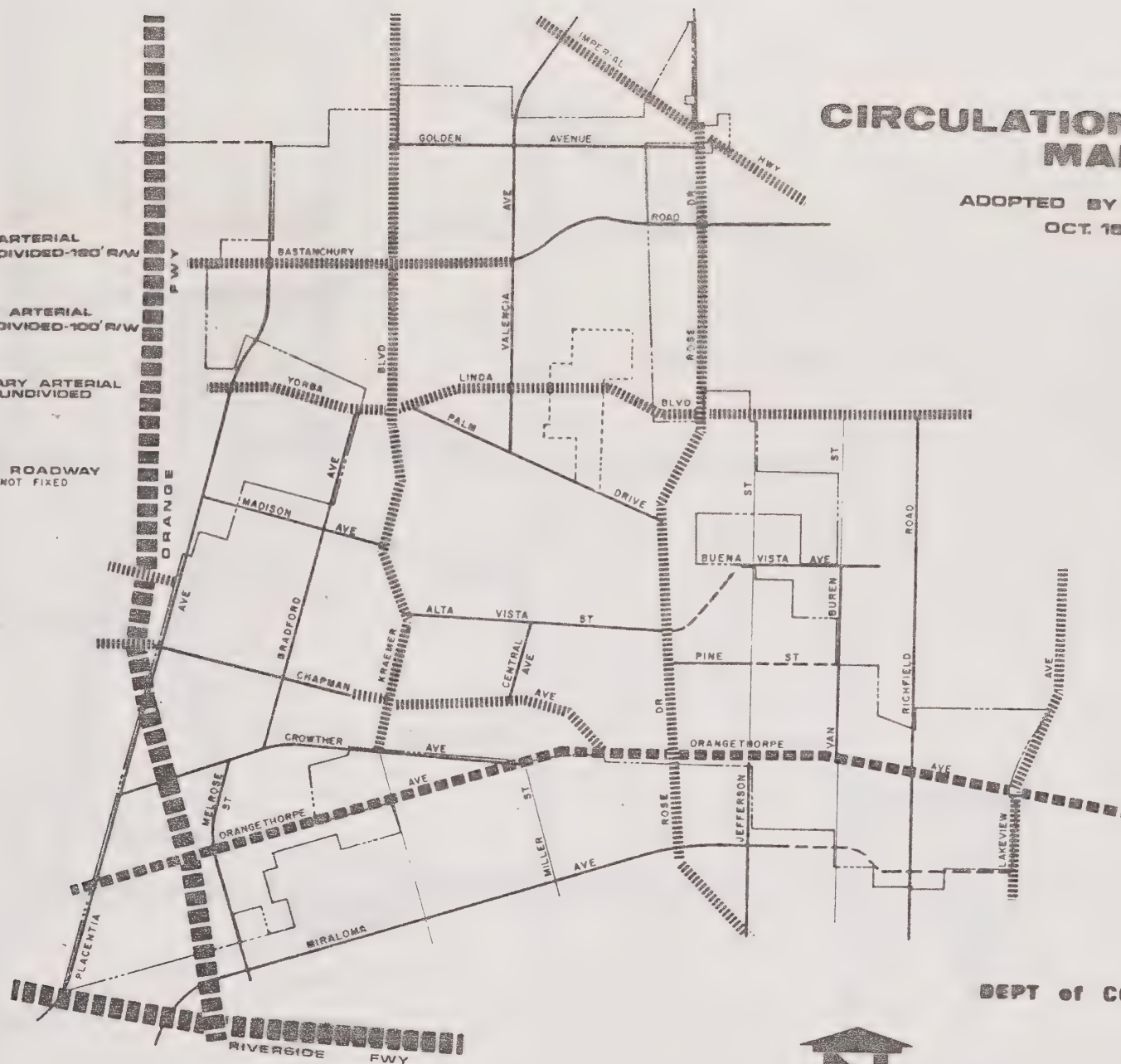
The accompanying map indicates the general location and extent of existing and proposed thoroughfares in the city. The type of arterial street is shown for each thoroughfare. The designations indicate the ultimate plans for each street. In some cases this will require additional dedication as surrounding land use develops; in other cases restriping and changing configurations within existing rights-of-way will be necessary to accommodate projected traffic volumes. The map is intended to serve as a guide for implementation as traffic volumes increase to require additional capacity on the arterial highway system.



# CIRCULATION ELEMENT MAP

ADOPTED BY CITY COUNCIL  
OCT. 16, 1974

- MAJOR ARTERIAL  
6-LANE DIVIDED-120' R/W
- PRIMARY ARTERIAL  
4-LANE DIVIDED-100' R/W
- SECONDARY ARTERIAL  
4-LANE UNDIVIDED  
60' R/W
- FUTURE ROADWAY  
ALIGNMENT NOT FIXED



DEPT of COMMUNITY DEVELOPMENT













SECTION VI: SCENIC HIGHWAYS



## VI. SCENIC HIGHWAYS:

Scenic highways traditionally run through natural open-space areas, provide scenic vistas of particular significance, or may include interesting or unique urban sites. No state or county designated scenic highway segments are within the city, nor is the City of Placentia fortunate enough to have any areas of significant size that meet the qualifications for scenic highways. The once extensive orange groves in the city have been replaced by highly urbanized uses, predominantly low-density residential. Most of the remaining open space in the city is severely impacted by oil extraction activities. Therefore, there are no routes within the city that are proposed for a scenic highway designation.

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